

NORTHEAST OHIO AREAWIDE COORDINATING AGENCY

M E M O R A N D U M

TO: Transportation Subcommittee Members

Ben Capelle, Representative of Transit Council
Kenneth Carney, County Engineer, Lorain County
Joe Cattell, County Engineer, Geauga County
Traci Clark, Deputy Chief, Planning & Engineering, Cleveland Hopkins Int'l Airport
Phyllis Cleveland, Cleveland City Council, Ward 5
Andrew Conrad, County Engineer, Medina County
Andrew Cross, P.E., PTOE, Representative of Bicycle and Pedestrian Advisory Council
Michael Dever, Director, Cuyahoga County Department of Public Works
Maribeth Feke, Director of Planning, GCRTA
James Gills, County Engineer, Lake County
Gordon Holmes, Representative of Safety and Operations Council
Donald Romancak, Director of Community Development, Lorain County
Matt Spronz, Director, Office of Capital Projects, City of Cleveland
Bob Weaver, Capital Programs Administrator, ODOT District 3

FROM: Matt Spronz, Chair

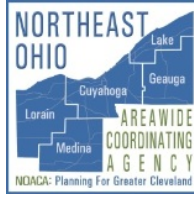
DATE: June 14, 2019

RE: Transportation Subcommittee
Friday, June 21, 2019 from 10:30 a.m. to 12:00 p.m.

NOACA Offices
1299 Superior Avenue, Cleveland, Ohio

Please note that in addition to the members listed above, any interested Board members are welcome to attend.

I look forward to seeing you on ***Friday, June 21st at 10:30 a.m. at the NOACA offices.***



NORTHEAST OHIO AREA WIDE COORDINATING AGENCY
Friday, June 21, 2019 – 10:30 a.m. - 12:00 p.m.
NOACA Offices
NOACA Offices – 1299 Superior Avenue, Cleveland, Ohio 44114

TRANSPORTATION SUBCOMMITTEE

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Next Meeting: ***Friday, September 20, 2019 – 10:30 a.m. - 12:00 p.m. NOACA Offices***

Agenda Item No. 1

MINUTES



NOACA Transportation Subcommittee Meeting

March 15, 2019

NOACA Offices

1299 Superior Avenue, Cleveland, Ohio 44114

Present: Please see the attached attendance record.

Ms. Maribeth Feke, Vice Chair of the Transportation Subcommittee, convened the meeting at 10:32 a.m.

Meeting Minutes

A motion was made by Mr. Don Romancak to approve the minutes of the Transportation Subcommittee meeting held on December 21, 2018. The motion was seconded by Engineer Andrew Conrad. The motion passed by voice vote.

Committee Updates

The Transportation Subcommittee received summaries of topics discussed at the Transit Council (TC), Bicycle and Pedestrian Advisory Council (BPAC), and Safety and Operations Council (SOC) meetings.

ODOT Update

No update was presented at this meeting.

Public Comments

No comments were made at this meeting.

Executive Director's Report

Ms. Grace Gallucci welcomed new and existing members to the first meeting of this year and thanked them in advance for their work. She explained the reporting relationship between the Transportation Subcommittee (TS) and the Planning and Programming Committee (PPC). She encouraged members to participate in the meeting discussions.

ACTION ITEM

Project Planning Reviews (PPRs)/Intergovernmental Review and Consultation (IGRC); 4th Quarter State Fiscal Year (SFY) 2019

Mr. Ed May provided background on PPR and presented information on a major rehabilitation project on US-20 in Madison Township (LAK US-20 – 24.99 PID No. 109270). He noted that the project consists of the following improvements: pavement replacement, minor widening (increased lane width), drainage replacement and a sidewalk. The total cost of the project is \$16 million and no NOACA funds will be used. He mentioned that ODOT has agreed to install the sidewalk provided that it is maintained

by Madison Township. Mr. May reviewed project comments from NOACA staff and BPAC which were forwarded to the sponsor.

A motion was made by Mr. Ben Capelle to recommend the 4th quarter PPR to PPC. The motion was seconded by Mr. Rick Switalski. The motion passed by voice vote.

Plan and TIP Amendments; 4th Quarter State Fiscal Year (SFY) 2019

Mr. May presented information on the following Plan and TIP amendments:

- Major rehabilitation of US-20 in Madison Township (LAK US-20 – 24.99 PID No. 109270)
- Replacing the bridge on Bundysburg Road in Parkman Township (GEA BUNDYSBURG RD: PID No. 94371)

Mr. May stated that the total cost of the proposed projects to be amended to the Plan and TIP is \$17.2 million. He noted that the projects will receive funding provided by the Federal Highway Administration (FHWA) and administered through ODOT. He stated that with Board adoption, the amendments will be incorporated into the NOACA Plan and/or statewide TIP amendment in July.

A motion was made by Engineer Conrad to recommend the 4th quarter Plan and TIP amendments to PPC. The motion was seconded by Ms. Traci Clark. The motion passed by voice vote.

SFY 2020 Annual Priority List

Mr. May stated that the 2020 Annual Priority List includes 31 projects totaling \$50.5 million and debt service payments for previously approved State Infrastructure Bank (SIB) loans. Mr. May noted that the projects are categorized as follows:

- | | |
|-------------------------------|--|
| • Shared use - \$3.8 million | • Regional initiatives: Air Quality program, |
| • Signals - \$3.5 million | Rideshare program, Signal Timing |
| • Streetscape - \$0.9 million | Optimization Program (STOP), and |
| • Transit - \$4.8 million | Transportation for Livable Communities |
| • Bridge - \$4.1 million | Initiative (TLCI) program - \$3.2 million |
| • Roadway - \$30.2 million | |

Mr. May presented a list of projects submitted to NOACA. He mentioned that any additional funds made available in SFY 2020 will be expended consistent with the hierarchy of approaches approved by the Board in September 2015. He noted that following Board approval, staff will manage the SFY 2020 program to ensure the expenditure of all available funding allocations.

Ms. Clark asked how projects are selected for advancement. Mr. May said it is based on the development status of the projects and whether there is sufficient funding available.

A motion was made by Mr. Romancak to recommend the SFY 2020 Annual Priority List to PPC. The motion was seconded by Engineer Conrad. The motion passed by voice vote.

Functional Classification Amendments

Mr. Mike Kubek presented information on two functional classification amendment requests submitted to NOACA:

- State Road (SR 94) - Downgrade from minor arterial (FC=4) to major collector (FC=5) - the total mileage is 1.46 miles
- Auburn Road (CR 4) - Downgrade from a major collector (FC=05) to a local road (FC=07) between the Portage County Line (Harner Road) and Washington Street (CR 606)

Mr. Kubek reviewed the functional classification three-step process.

Mr. Kubek stated that NOACA is recommending changing SR 94 to a major collector and changing CR 4 to a local road. He noted that following Board adoption, staff will forward the recommendations to ODOT and FHWA for further review and approval.

Mr. Romancak asked if the City of North Royalton is okay with the proposed change to State Road. Mr. Kubek said State Road will remain on the federal-aid system.

Mr. Andrew Cross asked who requested the functional classification changes and what would be accomplished by the changes. Mr. Kubek stated that ODOT requested the changes; he noted that the functional class for SR 94 needs to be changed to fit the criteria and CR 4 needs to be changed because of an error.

Ms. Gallucci provided background on the previous process for functional classification amendments and talked about the current process which requires Board approval. She mentioned that NOACA accepts requests from ODOT and the communities.

Ms. Gallucci asked Mr. Kubek why ODOT requested the change to SR 94. Mr. Kubek said SR 94 does not meet the functional class criteria because it connects to a lower functional classification.

Ms. Gallucci stated that when ODOT did its review a few years ago, it looked at removing about 200 miles of roadway from the federal-aid system. At that time, NOACA presented the requests to the committees and staff did multiple reviews and did not recommend all of ODOT's requests.

Mr. Kubek mentioned that staff spoke to Engineer Joe Cattell who agreed with the proposed change to CR 4.

Ms. Gallucci stated that NOACA will ensure that all requests meet the requirements and will not make a change simply because someone wants a road added to the federal-aid system to have access to funding.

A motion was made by Mr. Nick Gorris to recommend the functional classification amendments to PPC. The motion was seconded by Mr. Switalski. The motion passed by voice vote.

PRESENTATION / DISCUSSION ITEMS

Subcommittee Focus Areas

Mr. Kubek reviewed the purpose, functions, 2018 focus areas, and the following 2019 focus areas for the Subcommittee:

- SFY 2021-2024 Transportation Improvement Program (TIP) (new)
- Long-Range Transportation Plan development (new)
- Policies and strategies to manage urban sprawl
- Bicycle and Pedestrian Plan update
- Regional ITS Architecture update
- Functional classification recommendations

Mr. Kubek stated that meeting agendas and materials will be crafted to accomplish the identified focus areas for the Subcommittee.

NOACA SFY 2021-2024 TIP Development Update – Projects for NOACA Controlled Funds

Mr. Mike Daugherty provided background on the TIP and reviewed the elements of the program. He noted that the TIP update was originally planned for SFY 2020-2023. ODOT delayed the STIP/TIP development process by one year due to the uncertainty of federal funding, revised the timeframe to SFY 2021-2024, and urged NOACA to proceed with its adoption of agency funded projects according to the original schedule.

Mr. Daugherty stated that NOACA staff met with representatives of all five counties and the City of Cleveland to review the accuracy of the projects. He noted that NOACA's Surface Transportation Block Grant (STBG) program and Transportation Alternatives Program (TAP) have a total of \$80 million available for SFY 2021-2024. CMAQ funded projects have already been approved through SFY 2024. He mentioned that NOACA received 212 project requests from 50 communities totaling \$301 million. He noted that the total cost of the projects is \$608 million.

Mr. Daugherty reviewed the criteria used to evaluate qualifying projects. He noted that staff looked at regional connectivity factors, weight factors, scoring, consistency with NOACA plans, NOACA Diversity and Inclusion Policies, and urbanized versus rural area projects.

Mr. Daugherty stated that project funding recommendations will be presented to the Planning and Programming Committee (PPC) for action on April 12, 2019. He noted that if the TIP development update is endorsed by PPC, a recommendation will be presented to the Board for approval on June 14, 2019. Mr. Lane asked the Subcommittee for input.

Engineer Conrad stated that rural projects might not do well with the type of scoring used by NOACA. He asked for clarification of urbanized versus rural with respect to scoring.

Ms. Gallucci stated that rural projects would not score well when compared to urban projects based on the criteria, so NOACA set aside money for the rural area and have rural projects compete against each other for funding. She noted that NOACA could include additional criteria just for rural areas. Engineer Conrad asked if NOACA will provide a specific dollar amount for rural projects. Ms. Gallucci said NOACA has provided rural areas in the past with 15% of its urbanized area funds based on vehicle miles traveled (VMT).

Mr. Romancak asked if intermodal refers to freight, people or both. Ms. Gallucci said intermodal refers to freight and people. Mr. Daugherty stated that NOACA looked at Hopkins International Airport and the connectors to the major modes.

Mr. Capelle asked how transit and rail car requests fit in with the criteria for roadways. Ms. Gallucci stated that rail cars tend to score high and receive more points for mobility and access. Mr. Lane mentioned that other modes are looked at through Transportation Alternatives (TA) to connect to regionwide assets and for regional travel.

Mr. Capelle asked if an application for a bus would be treated the same way as an application for a rail car. Ms. Gallucci said yes, and noted that buses were previously primarily funded through the CMAQ program; however, due to significant cuts made to that program by ODOT, funding will may not be available for buses and bicycle facilities. She said there are no restrictions to using STBG funds for buses, rail cars, or port facilities.

Mr. Capelle said he would ask for more money wherever he can get it, but was not in favor of degrading the STBG program by adding buses to the mix.

Ms. Gallucci stated that NOACA wants to make sure there is funding for regional transportation needs. She mentioned that some of the engineers on the Board do not support NOACA using its funding for buses. Mr. Capelle suggested that staff take a look at how funding buses would impact certain pots of money.

Ms. Gallucci stated that rail cars should be discussed for the current TIP round and wait to see how the CMAQ and gas tax issues roll out. She noted that funding made available through the state gas tax might be available to help the counties.

Ms. Gallucci mentioned that Governor Mike DeWine's gas tax increase proposal would generate a substantial amount of money for counties, cities and townships. She noted that the State House approved \$100 million for public transit, and if that amount stays in the transportation budget, flex funds could be used for buses.

Ms. Nicole English asked how the schedules align. Ms. Gallucci stated that buses are not in the mix, but STBG funding has been requested for rail cars.

Mr. Cross stated that TA is primarily related to bikes, which are typically used for local short trips that are not regional in nature. He asked how TA fits in with the definition of regional connectivity.

Ms. Gallucci stated that TA funds are designated for specific kinds of projects, such as bikes, and are rated separately from the rest of the projects. She noted that rural roadways or minor collectors are built into part of a significant regional transportation system. She provided examples of regional connectivity of roadways and bicycle network.

Mr. Lane mentioned that \$8.4 million in TAP funds has been included in NOACA's TIP cycle that cannot be spent on roads and bridges.

Mr. Switalski asked if NOACA's budget commitments include State Infrastructure Bank (SIB) loans / debt service. Mr. Lane said NOACA's commitments include the following:

SIB loans and other projects in FY 2021; SIB loans in FY 2022-2024 for STBG funds and \$1.5 million for the Opportunity Corridor; and the set aside for the TLCI program.

Mr. Switalski asked if NOACA has a cap for its debt service. Ms. Gallucci said yes. Mr. Lane said the cap is no more than 50% of NOACA's total allocation for any one program and noted that the peak debt service for SIB loan commitments is \$11.4 million in FY 2024. Mr. Lane mentioned that some of NOACA's debt falls off in FY 2025.

Mr. Switalski asked if NOACA uses criteria or parameters to determine points for regional connectivity; and if so, can that information be shared with the Subcommittee.

Mr. Lane stated that the intent of scoring is to elevate projects that have regional significance. Ms. Gallucci noted that scoring helps to eliminate as much subjectivity as possible and provides an objective, data driven decision-making approach that has been pushed by the Board for a number of years.

Engineer Jim Gills asked if staff is focusing on specific projects on the TIP. Ms. Gallucci said no, not yet. She noted that staff is currently focusing on the universe of projects and tightening up the criteria.

Ms. Feke inquired about the weight factors for job centers. Mr. Daugherty presented a list of weight factors for different categories, including job centers. Mr. Lane mentioned that the University Circle and Downtown Cleveland job hubs are a Level 3; four other job hubs are a Level 2; and local hotspots and central business districts are a Level 1.

Mr. Klaiber asked why staff did not consider road condition. Mr. Lane stated that road condition is already a basis for the plan needs that were identified, and noted that certain conditions are built into the project list or eligibility list.

Ms. English asked if staff compared the initial priority list to the revised priority list that includes additional projects. Ms. Gallucci said yes. Ms. English asked if the additional projects are distinguished on the list. Mr. Lane said no, but noted that staff is in the process of applying filters to the list.

Ms. Gallucci said it was important for staff to identify projects not in the plan so people have a better understanding of why certain projects did not make it on the list. She noted that staff had follow-up discussions with sponsors / applicants to ensure NOACA has a comprehensive and fair priority list. Mr. Lane stated that about 75-80% of the projects submitted to NOACA were added to the list.

Mr. Switalski asked if staff has the revised priority list. Ms. Gallucci said once the list has been completed, it will be made available to the Subcommittee. Ms. Gallucci talked about how NOACA improved the TIP development process.

Reports / Updates

SFY 2019 NOACA Funded Project Monitoring Report

The report was included in the meeting packet.

Old Business

Ms. Gallucci stated that the Transportation Subcommittee has made NOACA a stronger region in terms of a transportation network by contributing to a cleaner, better and a more objective TIP process.

Mr. Cross asked when the draft NOACA Complete and Green Streets Policy will be available for the Transportation Subcommittee to review. Ms. Gallucci said staff will provide an update at the next meeting.

New Business

No new business was discussed at this meeting.

Adjournment

Ms. Feke stated that the next Transportation Subcommittee meeting will be held at the NOACA offices on June 21, 2019 at 10:30 a.m. There being no further business, the meeting was adjourned at 11:50 a.m.



NOACA TRANSPORTATION SUBCOMMITTEE (TS) 2019 Attendance Sheet

MEETING DATES	03/15/19	06/21/19	09/20/19	12/20/19
Ben Capelle, General Manager (Andrea Aaby, Alternate)	X			
Ken Carney, Lorain County Engineer (Bob Klaiber, Alternate)	A			
Joe Cattell, Geauga County Engineer (Nick Gorris, Alternate)	A			
Traci Clark, Cleveland Hopkins International Airport	X			
Phyllis Cleveland, Cleveland City Council, Ward 5 (Matt Zone, Alternate)	X			
Andrew Conrad, Medina County Engineer (David Szabo, Alternate)	X			
Andrew Cross, P.E., PTOE, City of Cleveland (Martin Keane, Alternate)	X			
Michael Dever, Director, Cuyahoga County Dept. of Public Works (Nichole English, Alternate)	A			
Maribeth Feke, GCRTA (Floun'say Caver, Alternate)	X			
Jim Gills, Lake County Engineer (Traci Salkiewicz, Alternate)	X			
Gordon Holmes, Cleveland Division of Police	X			
Donald Romancak, Director of Community Development, Lorain County	X			
Matt Spronz, Dir, Office of Capital Projects City of Cleveland (Rick Switalski, Alternate)	A			
Bob Weaver, ODOT District 3 (Dave Lastovka, Alternate)	A			



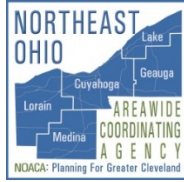
NOACA Transportation Subcommittee (TS)
March 15, 2019, 10:30 a.m. – Noon

Member Sign-in Sheet

MEMBER	SIGNATURE
Ben Capelle, Transit Council Representative (Andrea Aaby, Alternate)	
Ken Carney, Lorain County Engineer (Bob Klaiber, Alternate)	
Joe Cattell, Geauga County Engineer (Nicholas Gorris, Alternate)	
Traci Clark, Cleveland Hopkins International Airport	
Phyllis Cleveland, Cleveland City Council, Ward 5 (Matt Zone, Alternate)	
Andrew Conrad, Medina County Engineer (David Szabo, Alternate)	
Andrew Cross, P.E., PTOE, Bicycle and Pedestrian Advisory Council Representative (Martin Keane, Alternate)	
Michael Dever, Director Cuyahoga County Dept. of Public Works (Nichole English, Alternate)	
Maribeth Feke, GCRTA (Floun'say Caver, Alternate)	
Jim Gills, Lake County Engineer (Traci Salkiewicz, Alternate)	
Gordon Holmes, Safety and Operations Council Representative	
Donald Romancak, Lorain County	
Matt Spronz, Director, City of Cleveland (Richard Switalski, Alternate)	
Bob Weaver, ODOT District 3 (Dave Lastovka, Alternate)	

Agenda Item No. 2

ADVISORY COUNCIL/ODOT UPDATES



NORTHEAST OHIO AREAWIDE COORDINATING AGENCY

MEMORANDUM

TO: NOACA Transportation Subcommittee

FROM: Grace Gallucci, Executive Director

DATE: June 14, 2019

RE: Advisory Council Updates

ACTION REQUESTED

No action is requested at this time.

BACKGROUND

Transit Council

The Transit Council meeting was chaired by Dr. Floun'say Caver on May 17, 2019 at 9:00 a.m.

Under action items, the Transit Council approved the FY2019 UZA federal apportionments and underserved allocation split.

Under presentation / discussion items, TC received information on the following:

- Project Planning Reviews (PPRs)/ Intergovernmental Review and Consultation (IGRC); 1st quarter State Fiscal Year 2020 - CUY-43-1.98 (Widening Aurora Road from Solon Shopping Center Drive to Liberty Road) and Laketrans bus replacement
- Regional Strategic Transit Plan update
- Coordinated Plan update
- Agency updates (roundtable discussion)

Under old business, Transit Council received additional information on NOACA's Regional Strategic Transit Plan.

No new business was discussed at this meeting.

Transit Council will meet next on August 16, 2019 at 9:00 a.m.

Bicycle and Pedestrian Advisory Council (BPAC)

The BPAC meeting was chaired by Mr. Andrew Cross on May 17, 2019 at 10:30 a.m.

Under presentation / discussion items, BPAC received information on the following:

- Project Planning Reviews (PPRs)/ Intergovernmental Review and Consultation (IGRC); 1st quarter State Fiscal Year 2020 - CUY-43-1.98 (Widening Aurora Road from Solar Shopping Center Drive to Liberty Road) and Laketrans bus replacement

- Bike map update
- ODOT Strategic Highway Safety Plan (SHSP) – Improving Pedestrian and Bicycle Safety update
- ACTIVATE – NOACA's Pedestrian and Bike Plan - BPAC participated in a survey and provided staff with feedback

Under old business, a BPAC member asked when the NOACA Complete and Green Streets Policy would be completed and was told by staff it was still under development. The City of Cleveland Heights was congratulated on being recognized by Smart Growth America for having the best complete street policy in the country.

No new business was discussed at this meeting.

BPAC will meet next on August 16, 2019 at 10:30 a.m.

Safety and Operations Council (SOC)

The SOC meeting was chaired by Mr. Andrew Cross on May 17, 2019 at 1:00 p.m.

Under presentation / discussion items, SOC received information on the following:

- Project Planning Reviews (PPRs)/ Intergovernmental Review and Consultation (IGRC); 1st quarter State Fiscal Year 2020 - CUY-43-1.98 (Widening Aurora Road from Solar Shopping Center Drive to Liberty Road) and Laketran bus replacement
- ITS Architecture Update and Strategic Plan
- TSMO Freeway Incident Arterial Management Workshop update
- Safety funding applications
 - MED-18-12.99 (District 3)
 - CUY-43 10.61 (Cleveland)
 - LOR-CR657 (Elyria)
 - CUY-71-18.29 (District 12)
 - LOR-254-7.75 (Avon)
 - LOR-83-18.04 (Avon)
 - MED-3-16.22 (District 3)
 - CUY-322-15.59 (Gates Mills)
- ODOT / OSHP Safety Calendar

No old / new business was discussed at this meeting.

SOC will meet next on August 16, 2019 at 1:00 p.m.

FINANCIAL IMPACT

There is no financial impact.

CONCLUSION/NEXT STEPS

Updates of the advisory council meetings will continue to be provided to the Subcommittees.

GG/ks/8169c

Agenda Item No. 3

PUBLIC COMMENTS

Agenda Item No. 4

CHAIR/EXECUTIVE DIRECTORS REPORT

Agenda Item No. 5

ACTION ITEMS



NORTHEAST OHIO AREAWIDE COORDINATING AGENCY

MEMORANDUM

TO: NOACA Transportation Subcommittee

FROM: Grace Gallucci, Executive Director

DATE: June 14, 2019

RE: **Project Planning Reviews – 1st Quarter State Fiscal Year (SFY) 2020**

ACTION REQUESTED

The Subcommittee is asked to consider recommending the 1st Quarter Project Planning Reviews (PPRs) to the Planning and Programming Committee at its July 2019 meeting.

BACKGROUND/JUSTIFICATION

Attached are PPR summary documents for the proposed projects to be presented to the NOACA Planning and Programming Committee and Executive Committee for review and recommendation.

NOACA's Board approved Regional Transportation Investment Policy requires that all proposed federal-aid transportation projects be processed through PPR in order to meet NOACA's adopted goals and federal requirements.

PPR consists of four levels of review: NOACA staff; Board, including committees, subcommittees, and councils; intergovernmental review and consultation (IGRC); and public involvement. The end product of PPR is a Board resolution that certifies that the project has had thorough review, allowing the project to proceed to the programming stages of the planning process.

As part of the PPR process, a detailed summary of the proposed improvement and staff and committee assessment of the project are posted on NOACA's website, www.NOACA.org. A link to the PPRs is included on the home page by clicking the 'Comment on Projects' button. Staff adds comments obtained from the public, governmental organizations and NOACA committees as they are received. Proposed projects are posted on the website for three months, allowing adequate time for review and comment.

FINANCIAL IMPACT

There is no financial impact.

CONCLUSION/NEXT STEPS

Pending Board approval, the project sponsor will be notified that their project has completed PPR. NOACA staff will work with the project sponsor to address any planning issues identified during PPR.

GG/em/8170c

Attachments: Project Summary

Reconstruction of SR-43 in Solon

History/Background: These projects are included in ODOT District 12's Program.

Title: Reconstruction of SR-43 in Solon

Sponsor: City of Solon

Estimated Total Cost: \$8,107,165

Proposed Source of Federal Funds: ODOT

History/Background: The Ohio Department of Transportation (ODOT) Safety program provides funds to ODOT and local governments for highway safety treatments or corrective activity designed to alleviate a safety problem or a potentially hazardous situation. The program is funded at approximately \$100 million annually. Priority is given to those projects with recommended activities/countermeasures that improve safety at roadway locations with a high frequency, severity, and rate of crashes.

There are two application cycles per year. Applications must be signed off by the respective ODOT District Safety Review Team. A safety engineering study must typically accompany the application unless the application is for preliminary engineering funds to complete the study.

Proposed Project: The following project was selected for Highway Safety Improvement Program (HSIP) funding:

- **CUY SR-43 - 1.98: PID No. 109517** - This project involves reconstruction and widening of SR-43 (Aurora Road), from 2 lanes to 3 lanes, from the Solar Shopping Center, 0.13 mile east of SR-91 (SOM Center Road) to Liberty Road, in Solon (schematic). The scope will also include a new water line, storm sewer, a permanent traffic signal at Portz Parkway, a multipurpose path on the south side of Aurora Road and an on-street bike lane on the north side with new sidewalks. Right turn lanes will be installed at Clearwater Court, Portz Parkway and Liberty Road.
The project's estimated total cost is \$8,107,605. The estimated cost of preliminary engineering preliminary development (PEPD) is \$64,974. The estimated cost of preliminary engineering detailed design (PEDD) is \$11,466. The PEPD and PEDD will be funded by ODOT. The estimated cost of right-of-way (RW) is \$450,000. The RW will be funded with local funds (\$450,000). The estimated cost of construction (CO) is \$7,091,165. The CO will be funded with HSIP funds (\$1,500,000) and local funds (\$5,591,165). The estimated cost of construction engineering (CE) is \$490,000. The CE will be locally funded.

Staff Comment (Summary):

RECOMMENDATION:

- Level 2 of NOACA Freight Network, meaning relatively high truck counts. Design should consider their turning movements mainly at the shopping center.
- Include high-visibility crosswalks and pedestrian countdown heads with the new signal at Portz Parkway.
- Include pedestrian crossing for Aurora Road.

Committee Review:

Bicycle Pedestrian Advisory Council (BPAC)

RECOMMENDATIONS:

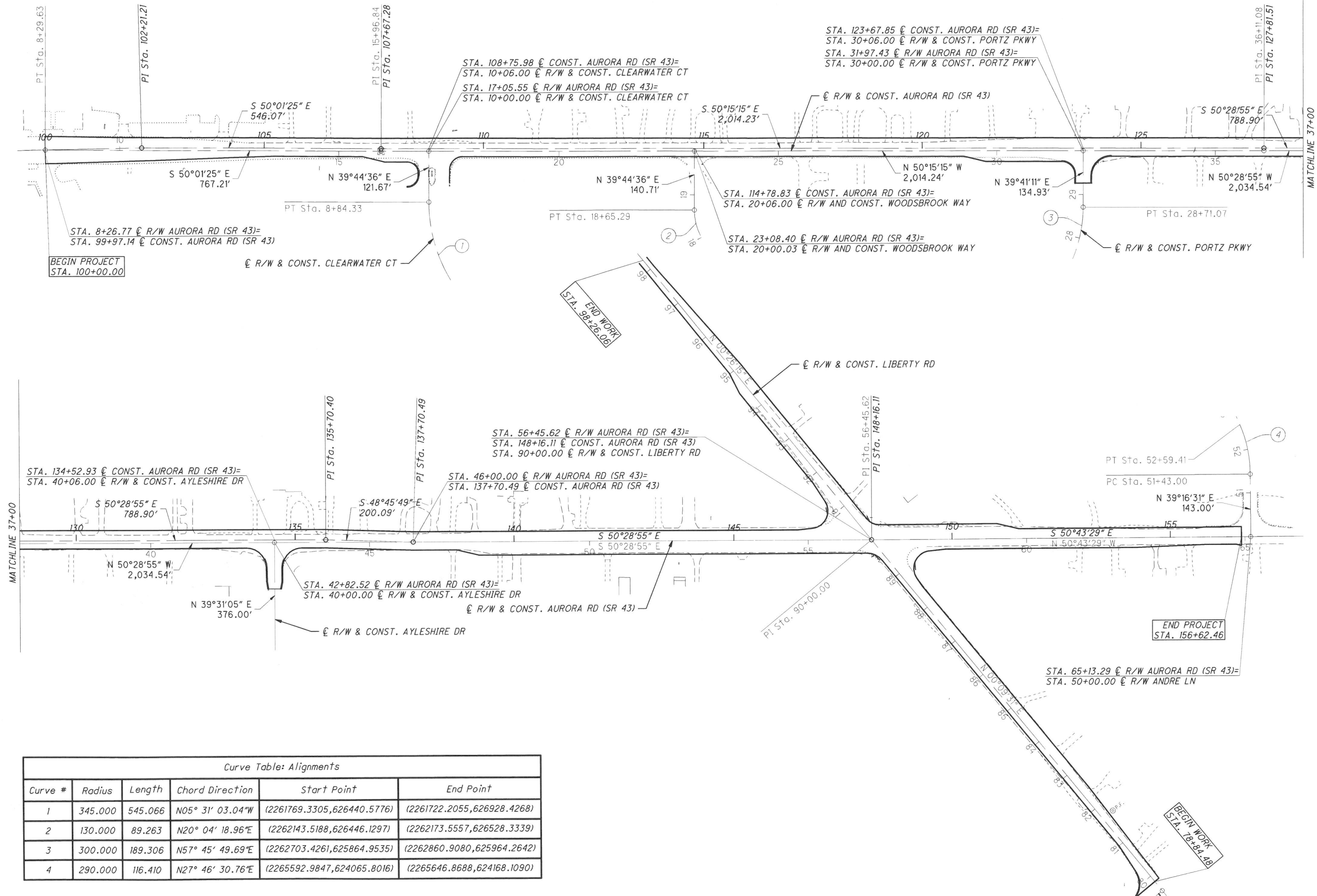
- Consider providing less width to the vehicular lanes and more width to the bike lane and/or create a buffer between the bike lane. However, the Safety and Operations Council cautioned not to reduce the eastbound travel lane as some cyclists may still choose to use the road rather than the side path.

- Consider a shared use path on both sides of the road in lieu of the bike lane (allocate the 5 feet to creating a path, 10 feet wide, rather than a path, 5 feet wide and a bike lane, 5 feet wide).
- BPAC strongly recommends signing and or centerline striping on the new multi-use path. Since the existing sidewalk on the south side is being widened to serve as a multi-use path, BPAC recommends measures that will identify that the facility has changed and cyclists are permitted on the path.

Intergovernmental Review and Consultation (IGRC):

Public Involvement:

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Bridge Painting on IR-480 and SR-10 (Lorain Road) in Cleveland and Fairview Park

History/Background: This project is included in ODOT District 12's Program.

Title: Bridge Painting on IR-480 and SR-10 (Lorain Road) in Cleveland and Fairview Park

Sponsor: Ohio Department of Transportation (ODOT) District 12

Estimated Total Cost: \$34,500,000

Proposed Source of Federal Funds: ODOT

- **CUY IR 480 - 06.47: PID No. 22131** - This project involves painting the structural steel of a bridge on IR-480, over the Rocky River and a bridge on SR-10 (Lorain Road), over the Rocky River, in Cleveland and Fairview Park (location map). The project's estimated total cost, provided by the sponsor, is \$34,500,000. The estimated cost of construction (C) is \$30,000,000. The estimated cost of construction engineering (CE) is \$4,500,000. The project will be funded with Major Bridge funds, Interstate Maintenance funds and ODOT funds for award in February 2020.

Staff Comment (Summary):

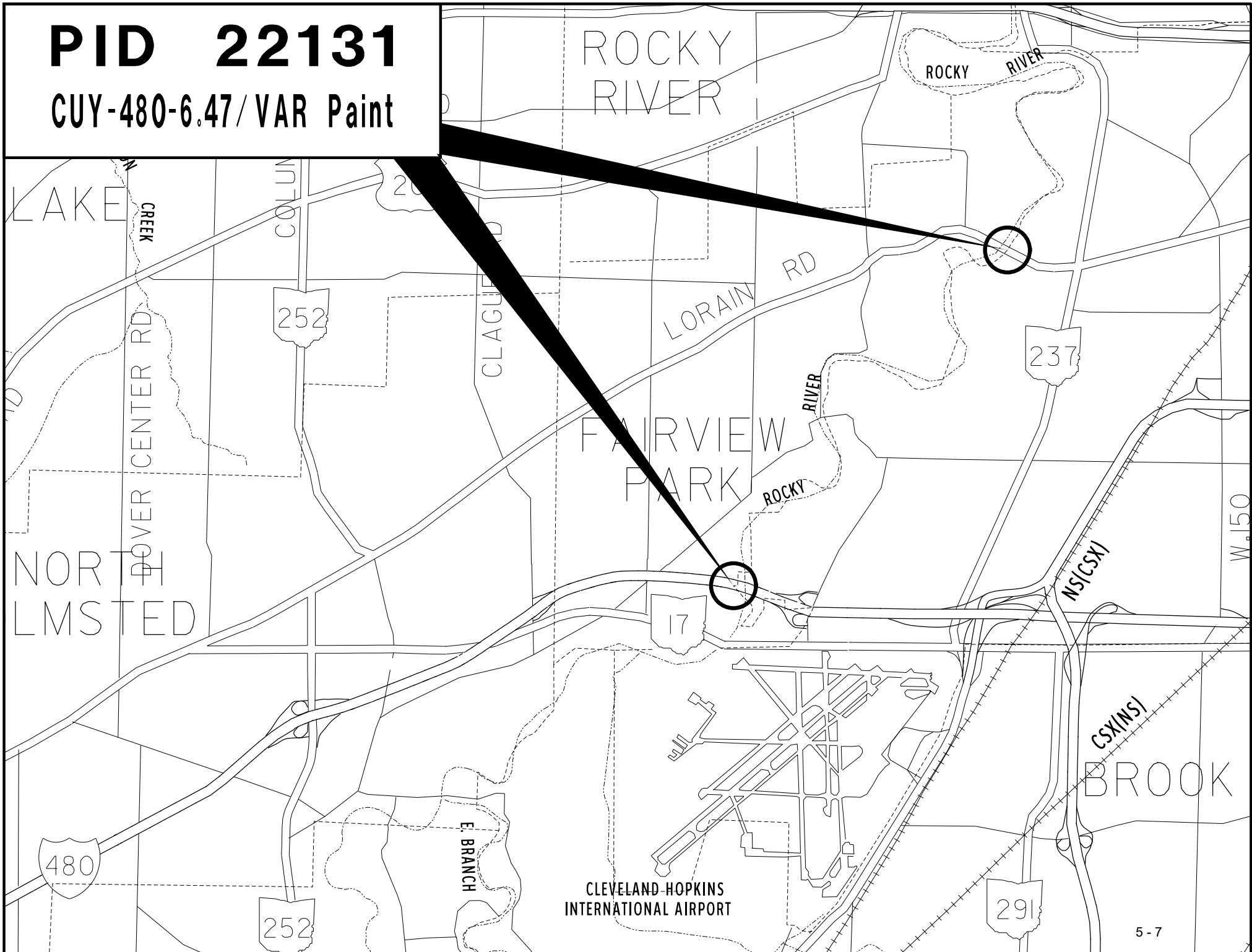
Committee Review:

Intergovernmental Review and Consultation (IGRC):

Public Involvement:

PID 22131

CUY-480-6.47/VAR Paint



Laketran Electric Bus

Sponsor: Laketran

Estimated Total Cost: \$783,500

Proposed Source of Federal Funds: Federal Transit Administration (FTA)

History/Background: Laketran's fiscal year (FY) 2019 program is listed in the NOACA SFY 2018 – 2021 Transportation Improvement Program. Laketran is adding the following project to FY 2020 of its program, utilizing funding obtained through the Diesel Emission Reduction Grant (DERG) Program.

The DERG Program is administered through the Ohio Environmental Protection Agency (Ohio EPA) in partnership with the Ohio Department of Transportation (ODOT). The program is offered to public agency owned diesel engine fleets and privately owned diesel engine fleets with a public sponsor (Public-Private Partnerships) that will undertake vehicle/equipment replacement, repower, retrofit, or installation of anti-idle equipment for the purpose of emissions reduction in eligible Ohio counties.

Proposed Project: - Laketran will replace one model year 2009 diesel-powered transit bus with one new electric powered transit bus. The estimated cost of the electric bus is \$783,500. The project will be funded with \$626,800 in State administered Congestion Mitigation Air Quality (S/CMAQ) funds, administered through the DERG program and \$156,700 local funds.

Staff Comment (Summary):

Intergovernmental Review and Consultation (IGRC):

Public Involvement:

Committee Review:



NORTHEAST OHIO AREA WIDE COORDINATING AGENCY

MEMORANDUM

TO: NOACA Transportation Subcommittee

FROM: Grace Gallucci, Executive Director

DATE: June 14, 2019

RE: **Plan and TIP Amendments – 1st Quarter State Fiscal Year (SFY) 2020**

ACTION REQUESTED

The Transportation Committee is asked to consider recommending 1st Quarter Plan and TIP amendments to the Planning and Programming Committee at its July 2019 meeting.

BACKGROUND

The proposed amendments to the Transportation Plan (Plan) and the state fiscal year (SFY) 2018 – 2021 Transportation Improvement Program (TIP) are being processed through project planning review (PPR). The projects include roadway projects sponsored by the City of Solon and the Ohio Department of Transportation (ODOT) and a transit project sponsored by Laketran.

FINANCIAL IMPACT

The cost of the proposed projects being amended to the Plan and TIP is \$43.0 million. Funding for these projects is committed and/or planned from a variety of federal, state, and local sources. Federal funding is provided by the Federal Highway Administration and the Federal Transit Administration and administered through the Ohio Department of Transportation.

CONCLUSION/NEXT STEPS

Pending Board approval, the amendments will be incorporated into the NOACA Plan and/or statewide TIP amendment in October 2019.

GG/em/8171c

Attachments: Amendments



SFY 2018 - 2021 Transportation Improvement Program

Highway and Bikeway Element

6/14/19

Amendments

PID	Project Description	Type of Work	Funding Data				AQ required?
109517	CUY SR043-01.98	Reconstruct and widen to 3 lanes	PEDDSolon	\$270,860	2019		exempt
	<i>Location</i>	Solon:	RW Solon	\$425,000	2020		
	<i>Termini/Description</i>	0.13 mile east of SR-91 (SOM Ctr Rd) to Liberty Rd (water line, storm sewer, signal at Portz Pkwy, multipurpose path on S side of Aurora Rd, on street bike lane on N side, new sidewalks and RTL at Cleasrwater, Portz and Liberty)	CO HSIP	\$1,500,000	2021		
			CO Solon	\$5,500,000	2021		
				\$7,695,860			
	<i>Project Sponsor</i>	City of Solon					
	<i>Comments</i>						
22131	CUY IR0480-06.47 VAR PAINT	Bridge Painting	CE ODOT	\$600,000	2020		exempt
	<i>Location</i>	Fairview Park, Cleveland:	CE MBR	\$1,200,000	2020		
	<i>Termini/Description</i>	IR 480 bridge over the Rocky River and SR 10 bridge, over the Rocky River	CE IM	\$2,700,000	2020		
			CO ODOT	\$4,500,000	2020		
			CO MBR	\$12,000,000	2020		
	<i>Project Sponsor</i>	Ohio Department of Transportation District 12	CO IM	\$13,500,000	2020		
				\$34,500,000			
	<i>Comments</i>						

PE=preliminary engineering, RW=right of way, C=construction, CE=construction engineering, CO=construction contract, PEDD=preliminary engineering detailed design, PEPP=preliminary engineering preliminary development, AR=archeological recovery

**SFY 2018 - 2021 TRANSPORTATION IMPROVEMENT PROGRAM (TIP)
TRANSIT ELEMENT**

Amendments

6/14/19

Cnty	PID No.	Project Name	Project Description	Air Quality Status	Ph	Subphase	Phase Estimate	Total	SFY	Oblig. Code	Obligation Description	ALI - Qty
LAK	109537	Laketran Bus Replacement	Replace fixed route diesel bus with zero-emissions battery electric bus	Air Quality Exempt	Capital	Oth Remb	\$626,800	\$783,500	2020	Z400	Diesel Emission Reduction Grant (DERG) Program	11.12.02
	109537				Capital	Oth Remb	\$156,700		2020	LNTP	Local Match	11.12.02

Agenda Item No. 6

PRESENTATION AND DISCUSSION ITEMS



NORTHEAST OHIO AREAWIDE COORDINATING AGENCY

MEMORANDUM

TO: NOACA Transportation Subcommittee

FROM: Grace Gallucci, Executive Director

DATE: June 14, 2018

RE: **Complete and Green Streets Policy**

ACTION REQUESTED

This item is for information and input.

BACKGROUND/JUSTIFICATION FOR CURRENT ACTION

On June 9, 2017, the Board of Directors adopted *AIM Forward 2040*, the long-range transportation plan developed by NOACA for the regional transportation system. *AIM Forward 2040* contains strategies, approaches and recommendations to be undertaken by NOACA and its regional partners. To best guide and advance implementation of the plan, specific policies will need to be developed and adopted by the agency. *AIM Forward 2040* policy areas to pursue could include:

- Congestion Management – Acceptable levels; Priority of strategies; STOP program
- Safety and Security – Traffic signal preemption; Safety goals
- Livability – **Complete streets**; Transit Oriented Development; Climate impact
- Project Prioritization – System safety and preservation goals; Equity of funds distribution
- Innovative Financing – Seek and secure financing for priority projects
- Other

The June 2019 meeting will include an overview of the proposed policy, as well as inviting input from the Subcommittee.

FINANCIAL IMPACT

There is no financial impact at this time.

CONCLUSION/NEXT STEPS

Staff will use Subcommittee input to further develop the complete streets policy.

GG/ks/8172c

Attachments: Draft Complete and Green Streets Policy

Approved:

Policy Number:

Effective:

Responsible Division:

Date:

COMPLETE AND GREEN STREETS POLICY

POLICY:

All projects requesting inclusion to the LRTP and/or TIP will be reviewed against this policy for opportunities to expand complete and green streets in the NOACA region. All projects requesting NOACA administered funds shall be required to adhere to this policy and are therefore eligible for NOACA funding participation to implement complete and green street recommendations. The complete and green streets policy aims to create a measurably better transportation system that is more equitable, balanced, and effective and which offers every user of the public right-of-way safe, connected, and sustainable transportation options. This effort to make the system more complete and green will take advantage of opportunities presented by necessary reconstruction and expansion of the system whenever practicable.

The goals of this Complete and Green Streets Policy are:

- Create a comprehensive, integrated, and connected transportation network that supports sustainable development and provides livable communities.
- Ensure safety, ease of use, and ease of transfer between modes for all users of the transportation system.
- Restore the natural hydrologic function of the region's watersheds.
- Provide flexibility for different types of streets, areas, and users.

POLICY STATEMENT:

NOACA has long been a proponent of creating a multimodal, safe, and efficient transportation system that ensures accessibility to all roadway users. Recognizing the road network is the largest public space in the region, and the demand for transportation choices and improved water quality continues to grow, NOACA has established a Complete and Green Streets Policy.

This Complete and Green Streets policy promotes a multimodal transportation system that is integrated with sustainable green infrastructure. The main objective is to ensure roadways are designed and built to safely and comfortably accommodate all users of roadways, including motorists, cyclists, pedestrians, disabled individuals, transit and school bus riders, Amish buggies, freight haulers, and emergency responders. All users includes people of all ages and abilities.

This policy establishes the link between the agency's strategic objectives with its investment decisions.

PURPOSE:

The desired outcome of the Complete and Green Streets Policy is to create an equitable, balanced and sustainable transportation system where every roadway user can travel safely and comfortably.

NOACA's vision is to STRENGTHEN regional cohesion, PRESERVE existing infrastructure, and BUILD a sustainable multi-modal transportation system to SUPPORT economic development and ENHANCE quality of life in Northeast Ohio. In furtherance of the vision of NOACA, five goals guide the agency. This policy supports all five goals.

BACKGROUND:

Complete Streets are roadways designed to safely and comfortably accommodate all users, including, but not limited to motorists, cyclists, pedestrians, disabled individuals, transit and school bus riders, Amish buggies, freight haulers, and emergency responders. All users includes people of all ages and abilities.

Green Streets reflect the transportation policy and design approach that minimizes environmental impact by focusing on efforts to retain, treat and eliminate runoff at the source using green infrastructure applications. Green infrastructure helps replicate natural hydrologic functions like storage, detention, infiltration, filtration, evaporation, transpiration, and uptake by plants, and can improve water quality and reduce runoff volumes. These natural functions are often lost in transportation projects where impervious road surfaces prevent rain water from soaking into the ground. Green streets incorporate infiltration, biofiltration, and/or storage and use BMPs to collect, retain, or detain stormwater runoff while also providing design elements that creates attractive streetscapes. Green Streets can foster unique and attractive streetscapes that protect and enhance neighborhood livability and integrate, rather than separate, the built and natural environments.

Complete and Green Streets create a measurably better transportation system that is more equitable, balanced, and effective and which offers every user of the public right-of-way safe, connected, and sustainable transportation options.

REQUIREMENTS:

The design and development of the transportation facility should improve conditions for all users by:

- Designs shall consider accommodations for all users and be sensitive to the context of the project setting. Complete and green streets are not a one size fits all; every project may look different.
- Designing context-appropriate facilities in accordance with available standards and guidance that best ensures safety and efficient operation for all users. The design of facilities for bicyclists, pedestrians and transit facilities should follow recognized design guidelines and standards, such as the American Association of State Highway and Transportation Officials (AASHTO) Guide for the Development of Bicycle Facilities, AASHTO's Policy on Geometric Design of Highways and Streets, the Institute of Transportation Engineers (ITE) Context Solutions Guide, Americans with Disabilities Act Accessibility Guidelines, Federal Highway Administration (FHWA) Separated Bike

Lane Design Guide, National Association of Transportation City Officials (NACTO) Design Guides and other recognized and acceptable design publications.

- Safety shall be prioritized equally for all modes. Safety improvements for any one mode will not be minimized to achieve improved level of service for any one mode.
- Projects should be coordinated with adjacent jurisdictions to ensure consistency of facilities
- Every project shall include the transit agency (if applicable) in the project development process to ensure that sufficient accommodation of transit vehicles and access to transit facilities is provided
- Sponsors must demonstrate how the project advances multimodal connectivity and access to adjacent land uses and destinations within the corridor.
- The project sponsor must anticipate likely future demand for all modes and not preclude the provision of future improvements.
- The project sponsor should consider short, medium and long range complete and green designs.
- Design criteria shall be based on the thoughtful application of engineering, architectural and urban design principles such that all projects shall make the Region a more appealing, enjoyable, and sustainable place in which to live and work.
- Foster communication and coordination to encourage consideration of watershed health and improved water quality through use of green infrastructure applications
- Coordinate programs and projects to implement Green Streets as an integrated aspect of road right-of-way infrastructure, and where feasible, maintenance-level or rehabilitation projects
- Consider implementing programs and projects in a systematic manner to maximize water quality benefits through a prioritized infrastructure plan within the Metropolitan Planning Area
- Strive to develop new and innovative means to cost-effectively construct and maintain new green street facilities
- Consider the following during project scoping: vegetated swales, rain gardens, retention areas, constructed wetlands, permeable pavers, tree wells and planters, re-vegetation/rehabilitation efforts and other best management practices. Resources to consult include: EPA's Managing Wet Weather with Green Infrastructure Municipal Handbook, NOACA's Clean Water 208 Water Quality Management Plan for Northeast Ohio and local green streets policies.
- If vegetation is included in project design, priority should be given to native and site-adaptive species.

Exceptions:

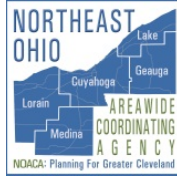
Sponsors are required to consider bicycles, pedestrians and transit access improvements in the planning and design of their proposed project as well as green infrastructure. In particular, incorporate infiltration, biofiltration, and/or storage to collect, retain, or detain stormwater runoff as well as sidewalks, bike facilities, street crossings (including over- and under-crossings), pedestrian signals, signs, street furniture, transit stops and facilities, and all connecting pathways should be designed, constructed, operated and maintained so that all modes and pedestrians, including people with disabilities, can travel safely and independently. The project may not warrant consideration if one or more of the following conditions are met:

- The project is limited exclusively to resurfacing or other maintenance type activities. In these cases pavement striping for bike lanes, cross walks, signage or other low-cost bicycle and pedestrian countermeasures must still be recommended.

- Bicyclists and pedestrians are prohibited by law from using the transportation corridor. In this instance, a greater effort may be necessary to accommodate bicyclists and pedestrians as an alternate to the transportation corridor.
- The cost of establishing bikeways or walkways that meet applicable standards would exceed 20% of the cost of the larger transportation project. This percentage is not a target for expenditure; it is a benchmark for assessing when provision of bicycle or pedestrian facilities is too costly for consideration.
- There are extreme topographic or natural resource constraints.
- The project is located on a low-volume roadway (ADT is less than 1000) that is not projected to carry significant bicycle or pedestrian usage, or that does not carry or provide access to fixed route transit service.

Implementation:

Upon approval and adoption of this Complete Streets Policy, it will become part of NOACA's planning process and the scoring process for NOACA-attributable funding project selection. The principles of this policy will also guide NOACA staff in the preparation of the Long Range Transportation Plan and other plans it prepares or to which it contributes. Policy guidance and resources will be posted on the NOACA website to assist project sponsors in developing Complete and Green Streets projects. This guidance will contain model policies, sample design standards, and information on other resources.



NORTHEAST OHIO AREAWIDE COORDINATING AGENCY

MEMORANDUM

TO: NOACA Air Quality Subcommittee

FROM: Grace Gallucci, Executive Director

DATE: June 14, 2019

RE: Congestion Mitigation and Air Quality Program

ACTION REQUESTED

No action requested. This item is included for information and presentation only. This item will be considered by the Planning and Programming Committee at its July 2019 meeting.

BACKGROUND/INFORMATION

In November 2012, ODOT directed the Ohio Association of Regional Councils (OARC) and its eight large Metropolitan Planning Organization (MPO) members to develop a statewide CMAQ Program. The intent of the statewide program, as directed by ODOT, is to reduce the amount of unspent funds and advance projects of statewide significance. Up until the formation of the statewide program, CMAQ funding was historically suballocated to the individual MPO programs by ODOT using a formula based on population within the air quality non-attainment areas.

The statewide CMAQ program has replaced the individual programs historically administered by the eight largest MPOs. These MPOs represent the greater regions of Akron, Canton, Cincinnati, Cleveland, Columbus, Dayton, Toledo, and Youngstown. NOACA expects to receive approximately \$25 million for projects for implementation in SFYs 2024-2025.

NOACA staff has initiated evaluation and scoring of each CMAQ application in accordance with the new statewide program policy project scoring criteria. The criterion includes:

1. Project Type (10 points)
2. Cost Effectiveness (15 points)
3. Other Benefits (15 points)
4. Existing Level of Service (15 points)
5. Positive Impact on Level of Service (15 points)
6. Status of Project (10 points)
7. Non-Federal Match Commitments (10 points)
8. Regional Priority (10, 7, 4, 2 points based on top four project priorities)
9. History of Project Delivery (up to -10 points)

FINANCIAL IMPACT

Projects selected for the region will establish the initial CMAQ budgets for SFYs 2024-2025.

CONCLUSION/NEXT STEPS

NOACA staff will finalize project evaluation and scoring and present the projects, along with input from the subcommittee, to the Planning and Programming Committee for recommendation at its July 12 meeting.

Staff will submit recommended applications to the Statewide CMAQ Program Committee for evaluation against other statewide projects in October 2019. The Statewide CMAQ Program Committee will then submit project recommendations to the OARC Executive Directors for final approval at their November 2019 meeting.

Attachment 1 – 2019 Congestion Mitigation and Air Quality Program Applications

GG/rl/8162c

Attachment 1: 2019 Congestion Mitigation and Air Quality Program Applications

Revised: 6/18/2019

County	Sponsor Agency	Project Name and Description	Primary Project Type	Total Cost	PE/DD/RW \$ Request	CO \$ Request	Total CMAQ \$ Requested*
CUY	BEDFORD HEIGHTS	RICHMOND ROAD MULTI-PURPOSE TRAIL One mile long 10' wide multi-purpose trail, adjacent to east side existing curb, along Bedford Heights' high density job corridor, from intersections of Richmond Rd. and Miles south to the Solon Corp Limit.	Bicycle	\$ 634,440	\$ 35,000	\$ 599,440	\$634,440
CUY	CLEVELAND METROPARKS	WEST CREEK GREENWAY Construct a portion of the West Creek Greenway from the Watershed Stewardship Center/W. Ridgewood Drive to Grantwood Drive in the city of Parma. This funding request entails building a new pedestrian bridge over W. Ridgewood Drive and installing +/- 0.5 mile of 10-foot-wide, ADA-compliant all purpose trail.	Bicycle	\$ 1,800,000	\$ 134,300	\$ 1,287,700	\$1,422,000
CUY	GREATER CLEVELAND REGIONAL TRANSIT AUTHORITY	GCRTA 2024-2025 BUS REPLACEMENT PROGRAM 23 replacement 60-Ft CNG buses for GCRTA's 3200 (16) and 3250 (7) series fleets (Only those vehicles included for FY 2025 in the GCRTA application - not the 45 40' buses requested for 2026).	Vehicle Replacement	\$ 20,750,000		\$ 16,600,000	\$16,600,000
CUY	GREATER CLEVELAND REGIONAL TRANSIT AUTHORITY	Blue and Green Rail Line Shelter Improvements Improve GCRTA Blue and Green Line passenger shelters at approximately 20 stations.	Transit Facility Upgrade	\$ 2,000,000		\$ 1,600,000	\$1,600,000
CUY	GLENWILLOW	BROADWAY-RICHMOND INTERSECTION RECONSTRUCTION PROJECT Reconstruct the intersection to widen Richmond Road, allowing a separate a thorough-left lane to both a through lane and a left turn lane as well as signal timing and drainage improvements.	Roadway/Signals	\$ 1,711,610	\$ 80,000	\$ 1,289,288	\$1,369,288
GEA	CHARDON	CITY OF CHARDON TRAFFIC SIGNAL UPGRADE Upgrade 19 signalized intersections within the City of Chardon into a modern, operation system.	Roadway/Signals	\$ 1,627,340		\$ 741,170	\$741,170
LAK	LAKETRAN	LAKETRAN VEHICLE REPLACEMENTS Replace 24 light transit/cutaway vehicles and 16 vans.	Vehicle Replacement	\$ 4,760,000		\$ 3,808,000	\$3,808,000
LAK	WILLOUGHBY	SR 91-SOM CENTER ROAD MULTI-PURPOSE TRAIL This 10' Ped/Bike Multipurpose trail will begin on SR84 at the Wickliffe border and proceed east to Halle Dr. where it will proceed north and east along the south side of Halle Drive. At SR 91 it will cross over to the east side of SR91 will proceed north to US20 / Euclid Avenue. Missing sections of sidewalks on the west side of SR91 will be installed at the normal 5' width.	Bicycle	\$ 2,307,163		\$ 1,845,730	\$1,845,730
LOR	LORAIN CO METROPARKS	SHEFFIELD VILLAGE CONNECTOR Connect missing links of French Creek and Black River Trails in Sheffield Village.	Bicycle	\$ 500,000		\$ 400,000	\$400,000
REG	NOACA	ELECTRIC VEHICLE CHARGING STATIONS Installation of electric vehicle charging stations at regional locations determined by NOACA's regional EV siting plan	Alternate Fuel	\$ 1,000,000		\$ 1,000,000	\$1,000,000
TOTAL				\$ 37,090,553	\$ 249,300	\$ 29,171,328	\$29,420,628



NORTHEAST OHIO AREAWIDE COORDINATING AGENCY MEMORANDUM

TO: NOACA Transportation Subcommittee

FROM: Grace Gallucci, Executive Director

DATE: June 14, 2019

RE: **FY 2021-2024 TIP Development Update – Potential Projects for NOACA Controlled Funds**

ACTION REQUESTED

This item is for information to update the subcommittee on progress toward the selection of projects to be funded with NOACA administered Surface Transportation Block Grant (STBG) funds and STBG set-asides for Transportation Alternative Projects (TAP) for the SFY 2021-2024 Transportation Improvement Program (TIP). The subcommittee will also be requested to provide input to determine the final universe of projects to be evaluated for NOACA funding consideration.

BACKGROUND/JUSTIFICATION

NOACA is developing its Transportation Improvement Program (TIP) for State Fiscal Years (SFY) 2021-2024, which will be in effect from July 1, 2020 through June 30, 2024. The TIP will contain road, bridge, public transit, and other transportation projects scheduled for implementation within NOACA's five counties. The TIP will include projects supported by NOACA administered funds and by other federal funds controlled through ODOT, the Federal Transit Administration (FTA), or by other governmental agencies.

As previously presented, there are approximately 700 identified projects totaling more than \$1 billion needed for implementation through the next 2021-2024 TIP timeframe. However, NOACA only has an estimated \$90 million of available funding. As such, it is extremely important that projects advanced with NOACA funding in the SFY 2021 - 2024 TIP best represent priorities contained in the *AIM Forward 2040* long-range transportation plan while also aligning with established State and Federal transportation performance management initiatives.

At the March 2019 Transportation Subcommittee staff presented a methodology to filter and evaluate projects for NOACA funding. The methodology prioritizes projects that best provide regional benefit and connectivity, as well as address local needs, which are measured against criteria that aligns with the goals of the NOACA *Going Forward, Together* regional strategic plan. In addition, the projects are evaluated against plan priorities as contained in the NOACA *AIM Forward 2040* long-range transportation plan. The input received from the Transportation Subcommittee was reflected in staff presentation to the Planning and Committee.

At the April, 2019 Planning and Programming Committee meeting staff presented the methodology and received additional input on the recommended approach for evaluation. The final methodology evaluated and subsequently recommended by the Transportation Subcommittee and Planning and Programming Committee is attached to this memo.

The recommended approach involved filtering the top 25% of all preservation projects, both NOACA Transportation Asset Management (TAM) plan and sponsor requested projects, by cost effectiveness, which equates to approximately 170 projects. The 170 projects were then distributed by each county's percent share of the region's vehicle miles travelled (VMT). Each county's projects have been evaluated by staff against the recommended regional significance and planning criteria. Projects will also be evaluated considering geographic equity and whether they are located in an Environmental Justice, Urban Core, or Disadvantaged Community.

The draft list of projects proposed for further evaluation of NOACA funding consideration by work type, including preservation; safety and congestion; and transportation alternatives, is contained [here](#). The list delineates the top 25% of preservation projects that are proposed for further evaluation and funding consideration as well as the bottom 75% that are not. The subcommittee is asked to assess the projects and provide input to determine if any projects not proposed for further evaluation warrant additional consideration based on regional importance and connectivity.

Considering subcommittee input, staff will finalize the list of projects and complete evaluation against regional significance criteria. Project funding recommendations will be presented to the Planning and Programming Committee at its July 12, 2019 meeting for recommendation and to the Board of Directors at its September 13, 2019 meeting for approval.

CONCLUSION/NEXT STEPS

Upon Board approval, staff will work with project sponsors to finalize project scope, schedule and budget for incorporation into the draft 2021-2024 TIP, along with non-NOACA funded projects. The final draft TIP will be presented to the Planning and Programming Committee for recommendation at its January 17, 2020 meeting and to the Board of Directors at its March 6, 2020 meeting.

Attachment: NOACA SFY 2021-2024 TIP Development Methodology

GG/rl/8174c

BACKGROUND

Overall, 700 projects are contained on the list of projects totaling more than \$1 billion needed for implementation

- Scope of need far exceeds the \$90 million of NOACA estimated available funding for the SFY 2021 – 2024 TIP

Projects advanced with NOACA funding in the TIP should:

- Best represent priorities contained in *AIM Forward 2040* long-range transportation plan; and
- Align with established State and Federal transportation management initiatives



BACKGROUND

Recommended Project Evaluation Approach

- 1. Filter the top 25% of TAM projects by county and regional travel then by cost effectiveness**
- 2. Include all other plan list projects**
- 3. Evaluate qualifying projects against Regional Significance Criteria and other considerations**



BACKGROUND

Recommended Project Evaluation Approach

1. Filter the top 25% of TAM projects (updated) by county and regional travel then by cost effectiveness:

- 671 total projects x 25% = 167 projects
- Include additional regionally significant TAM projects
 - Important to regional travel and destinations
- Remove projects since implemented or planned for implementation with non-NOACA resources

County	NOACA VMT %	# Projects
Cuyahoga	56.1%	94
Geauga	4.8%	8
Lake	11.2%	19
Lorain	15.7%	26
Medina	12.2%	20
	TOTAL	167



BACKGROUND

Recommended Project Evaluation Approach

2. Include all other plan list project types

- Safety and Congestion – 11 projects
- Transportation Alternatives – 45 projects



BACKGROUND

3. Apply Regional Significance Criteria

- Final universe of qualifying projects

Regional Impact 3=Regional; 2=County; 1=Community (Up to 3 points)	Weight Factor	Weighted Points
Roadway/Transportation Alternatives Significance	1.5	4.5
Job Centers	1.5	4.5
Education/Government/Medical	1.0	3.0
Intermodal Facilities	1.0	3.0
Cultural / Sports / Entertainment	0.5	1.5
Total Maximum Score		16.5



BACKGROUND

3. Apply Regional Significance Criteria (cont.)

NOACA Plan Relationship (1 point each)
Safety / Congestion Priority Locations
Freight Plan Priority Routes
Public Transit Priority Corridors
Bicycle and Pedestrian Networks or TLCI / SRTS Studies
Transit Oriented Development
Total Maximum Score = 5 points

BACKGROUND

3. Evaluate against other considerations

- Cost Effectiveness
- Environmental Justice, Urban Core and Disadvantaged Communities
- Geographic equity
 - Urbanized vs. Rural Area consideration





NORTHEAST OHIO AREAWIDE COORDINATING AGENCY

MEMORANDUM

TO: NOACA Transportation Subcommittee

FROM: Grace Gallucci, Executive Director

DATE: June 14, 2019

RE: Transportation Review Advisory Council (TRAC) Project Applications

ACTION REQUESTED

This item is for information and input from the Subcommittee.

BACKGROUND

The TRAC has the responsibility for selecting Major New transportation projects for the Ohio Department of Transportation (ODOT). The TRAC announced the solicitation of projects for its 2019 round in May 2019. Five applications from the NOACA region totaling more than \$200 million, and twenty seven applications from the entire state were submitted to the TRAC for projects totaling more than \$900 million in new funding requests. Projects eligible for submittal were projects that have a total cost greater than \$12 million, add transportation capacity or reduce congestion, and are critical to the mobility, economic development, and quality of life of the citizens of Ohio. All but two of the seven projects have been presented to NOACA committees and to the Board of Directors during prior funding rounds.

The TRAC has scheduled the public hearing for Northeast Ohio on August 6, 2019. ODOT has requested project priorities be submitted to the TRAC Program Manager before July 18, 2019.

Projects are listed below in alphabetic order by sponsor name with a description of the proposed improvement and TRAC funding request. Applications can also be viewed in their entirety on the TRAC website at this link: [Link](#)

- **City of Brecksville: I-77-Miller Road Interchange / SUM-77-32.30.** Completion of the existing partial diamond interchange at I-77 and Miller Rd by adding a NB exit ramp and a SB entrance ramp including an auxiliary lane between the new SB entrance ramp and the I-80 exit ramp. The project also includes widening I-77 to add a third lane from the Ohio Turnpike Interchange to the SR 21 (Brecksville Rd) Interchange, and the widening of Miller Rd to provide left turn lanes including structure widening and dual WB right turn lanes onto the I-77 NB entrance ramp. The proposal requests \$ 2.45 million for preliminary engineering and the total cost is estimated to be \$16.6 million.
- **City of Cleveland: CUY-Thrive 105-93.** The project proposes to develop a transit corridor along East 105th, Woodhill Road, and East 93rd Street to link transportation benefits to the Opportunity Corridor. The proposed project includes approximately 7 miles of pavement widening, pavement resurfacing, new curb, new pedestrian facilities including new transit waiting environments, new off road bicycle facilities, new drainage and water works, traffic control, lighting, and dedicated bus lane with transit signal prioritization. The proposal requests \$ 23 million for construction and the total cost is estimated to be \$52.5 million.

- **Greater Cleveland Regional Transit Authority (GCRTA): GCRTA Rail Car Replacement Program.** GCRTA requests \$60 million of TRAC funding for its \$240 million project to replace 40 Tokyu heavy rail vehicles (HRV's) with 34 HRV's, and 34 Breda light rail vehicles (LRV's) with 24 LRV's, and associated infrastructure upgrades to the rail maintenance facility, equipment, and stations to accommodate new rail vehicles, as well as design, inspection, testing and force account costs. Current HRV fleet is 34 years old and LRV fleet is 37 years old, with both fleets exceeding their design lives. The proposal requests \$ 60 million and the total cost is estimated to be \$240 million.
- **ODOT District 3: Medina – SR – 18 Corridor.** The project is located in Medina County along the east/west corridor of SR-18 between the City of Medina and IR-71. The proposed project will widen this roadway to five lanes from Foote to River Styx Road and from five to seven lanes from River Styx Road to Nettleton Road. This proposal requests \$18 million funding for construction and the total cost is estimated to be \$32 million.
- **Ohio Rail Development Corporation (ORDC): Cleveland, OH - Bessemer Avenue project - CUY CR 800-1.46.** ORDC & NS request \$2 million for preliminary engineering to grade separate the NS rail line at Bessemer Avenue in Cleveland. Approximately 50 freight trains and 2 Amtrak trains operate over the line daily. Since 2010, there have been 11 vehicle incidents at the crossing (DOT 524223P). The crossing has the highest accident prediction rate for all crossings in Ohio and is Number 11 on the Federal Railroad Administration's list of RR Crossings with Most Incidents over the last decade nationwide. The proposal requests \$ 2 million for preliminary engineering and the total cost is estimated to be \$2.25 million.

Input from the Subcommittee will inform the Planning and Programming Committee members as they consider how the proposed projects contribute to agency goals and regional benefits.

FINANCIAL IMPACT

There is no financial impact.

CONCLUSION/NEXT STEPS

Transportation Subcommittee recommendation of TRAC project priorities will be presented to the Planning and Programming Committee for their review and recommendation of approval. Regional priorities will then be communicated to the TRAC prior to their July 18, 2019 requested due date for consideration in their evaluation of projects for funding

GG/ks/8175c

Agenda Item No. 7

REPORTS/UPDATES

**SFY 2019 NOACA-ATTRIBUTABLE FUNDED PROJECT MONITORING REPORT
(INCLUDES ENHANCEMENT, PLANNING AND TRANSIT RELATED PROJECTS)**

6/14/2019

R #	PID NO.	COU	NOACA ATTRIBUTABLE FUNDED PROJECT	SPONSOR	NOACA SHARE (x \$1,000)	TOTAL COST (x \$1,000)	ODOT AWARD DATE	MOST RECENT MILESTONE
1	96833	CUY	IR 490/SR 010-0209/1919 (OPPORTUNITY CORRIDOR - PHASE III) 3RD YEAR OF 10 YEAR COMMITMENT	ODOT 12	1,500	238,200	NA	PAYMENT DEDUCTED FROM STBG BUDGET FOR SFY 2019.
2	97827	REG	NOACA SFY 2019 AIR QUALITY PROGRAM	NOACA	500	500	NA	FUNDS ENCUMBERED 7/2/18.
3	97822	REG	NOACA SFY 2019 RIDESHARE PROGRAM	NOACA	63	64	NA	FUNDS ENCUMBERED 7/2/18.
4	108142	REG	NOACA SFY 2019 STOP PROGRAM	NOACA	547	547	NA	FUNDS ENCUMBERED 7/2/18.
5	100035	REG	NOACA SFY 2019 TLCI	NOACA	2,000	2,500	NA	FUNDS ENCUMBERED 7/2/18.
6	103853	LOR	OBERLIN BIKE PATH TRAILHEAD	OBERLIN	294	367	7/2/18	PROJECT AWARDED 7/2/18. FUNDS ENCUMBERED 7/10/18.
7	99132	LAK	LAKETRAN 2019 LIGHT TRANSIT VEHICLES	LAKETRAN	327	1,309	NA	FUNDS TRANSFERRED FROM FHWA TO FTA 9/27/18.
8	100254	CUY	E 49TH ST/ HARVARD AVE	NEWBURGH HEIGHTS	1,393	1,741	8/6/18	PROJECT AWARDED 8/2/18. FUNDS ENCUMBERED 8/7/18.
9	100171	LOR	COOPER FOSTER PARK RD	LORAIN COUNTY ENGINEER	2,000	6,078	11/28/19	PROJECT AWARDED 11/28/18. FUNDS ENCUMBERED 1/4/19.

NOTE: INFORMATION CHANGES FROM PREVIOUS MONTH ARE REPRESENTED IN ITALICS.

**SFY 2019 NOACA-ATTRIBUTABLE FUNDED PROJECT MONITORING REPORT
(INCLUDES ENHANCEMENT, PLANNING AND TRANSIT RELATED PROJECTS)**

6/14/2019

R #	PID NO.	COU	NOACA ATTRIBUTABLE FUNDED PROJECT	SPONSOR	NOACA SHARE (x \$1,000)	TOTAL COST (x \$1,000)	ODOT AWARD DATE	MOST RECENT MILESTONE
10	100251	CUY	CEDAR RD	CUYAHOGA CO. DEPT. OF PUBLIC WORKS	3,600	4,500	12/11/18	FUNDS ENCUMBERED 1/22/19.
11	10900	CUY	BAGLEY RD/PLEASANT VALLEY RD (SIB LOAN 4TH PAYMENT) DEBT- SERVICE	CUYAHOGA CO. DEPT. OF PUBLIC WORKS	1,718	22,945	NA	SFY 2019 DEBT-SERVICE PAYMENTS ENCUMBERED (10/15/18 AND 2/26/19, RESPECTIVELY).
12	100157	CUY	HARVARD AVE (SIB LOAN 2ND PAYMENT) DEBT-SERVICE	CLEVELAND	233	2,456	NA	SFY 2019 DEBT-SERVICE PAYMENTS ENCUMBERED (10/15/18 AND 2/26/19, RESPECTIVELY).
13	95557	CUY	TOWER CITY BRIDGES (SIB LOAN 1ST PAYMENT) DEBT- SERVICE	CLEVELAND	505	9,533	NA	SFY 2019 DEBT-SERVICE PAYMENT ENCUMBERED 2/26/19.
14	100160	CUY	W 150TH ST (SIB LOAN 2ND PAYMENT) DEBT- SERVICE	CLEVELAND	233	2,548	NA	SFY 2019 DEBT-SERVICE PAYMENTS ENCUMBERED (10/15/18 AND 2/26/19, RESPECTIVELY).
15	16319	LOR	LEAR NAGLE RD (SIB LOAN 2ND PAYMENT) DEBT-SERVICE	NORTH RIDGEVILLE	668	9,659	NA	SFY 2019 DEBT-SERVICE PAYMENTS ENCUMBERED (10/15/18 AND 2/26/19, RESPECTIVELY).
16	104932	CUY	CLARK AVE STREETSCAPE	CLEVELAND	1,500	1,875	3/4/19	FUNDS ENCUMBERED 3/27/19.

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**SFY 2019 NOACA-ATTRIBUTABLE FUNDED PROJECT MONITORING REPORT
(INCLUDES ENHANCEMENT, PLANNING AND TRANSIT RELATED PROJECTS)**

6/14/2019

R #	PID NO.	COU	NOACA ATTRIBUTABLE FUNDED PROJECT	SPONSOR	NOACA SHARE (x \$1,000)	TOTAL COST (x \$1,000)	ODOT AWARD DATE	MOST RECENT MILESTONE
17	100257	CUY	LAKEWOOD HTS BLVD	LAKEWOOD	1,576	1,970	2/19/19	FUNDS ENCUMBERED 4/2/19.
18	80966	CUY	VOINOVICH PARK (NORTH COAST HARBOR) PEDESTRIAN BRIDGE	CLEVELAND	1,500	6,266	3/18/19	FUNDS ENCUMBERED 4/2/19.
19	96947	CUY	SR 82-10.17 WIDENING	BROADVIEW HEIGHTS	3,716	8,632	2/26/19	PROJECT AWARDED 4/1/19. FUNDS ENCUMBERED 4/8/19.
20	91026	LOR	CHESTNUT RIDGE RD	ELYRIA	553	691	3/1/19	FUNDS ENCUMBERED 4/10/19.
21	95404	CUY	EAST CLEVELAND SIGNALS (RW & C)	EAST CLEVELAND	2,942	3,156	3/18/19	FUNDS ENCUMBERED 4/17/19.
22	105935	CUY	WARRENSVILLE CTR RD ENHANCEMENT	SHAKER HEIGHTS	1,500	3,210	3/28/19	PROJECT AWARDED 4/16/19. FUNDS ENCUMBERED 5/6/19.
23	105939	LAK	WEST JACKSON ST	PAINESVILLE	1,065	1,331	5/13/19	PROJECT AWARDED 5/10/19. FUNDS ENCUMBERED 5/23/19.
24	87075	CUY	CLEVELAND TOWPATH TRAIL (PHASE 4)	CUYAHOGA CO. DEPT. OF PUBLIC WORKS	11,150	14,500	5/10/19	PROJECT AWARDED 5/28/19. FUNDS ENCUMBERED 6/6/19.

NOTE: INFORMATION CHANGES FROM PREVIOUS MONTH ARE REPRESENTED IN ITALICS.

**SFY 2019 NOACA-ATTRIBUTABLE FUNDED PROJECT MONITORING REPORT
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6/14/2019

R #	PID NO.	COU	NOACA ATTRIBUTABLE FUNDED PROJECT	SPONSOR	NOACA SHARE (x \$1,000)	TOTAL COST (x \$1,000)	ODOT AWARD DATE	MOST RECENT MILESTONE
25	88032	CUY	SR 10-6.00 STREETSCAPE	FAIRVIEW PARK	960	1,200	5/31/19	<i>PROJECT AWARDED 6/10/19. FUNDS ENCUMBERED 6/12/19.</i>
26	104804	CUY	RED LINE GREENWAY TRAIL	CLEVELAND METROPARK SYSTEM	2,081	15,701	TBD	<i>PROJECT AWARD RESCHEDULED TO THE 1ST QUARTER OF SFY 2020.</i>
27	105029	LAK	VROOMAN RD (SIB LOAN 2ND PAYMENT) DEBT-SERVICE	LAKE COUNTY ENGINEER	3,898	24,751	NA	SCHEDULED FOR SFY 2019.
28	14821	MED	NORTH CARPENTER RD (SIB LOAN 1ST PAYMENT) DEBT- SERVICE	BRUNSWICK	536	11,695	NA	<i>RESCHEDULED FOR SFY 2020.</i>

Agenda Item No. 8

OLD BUSINESS

Agenda Item No. 9

NEW BUSINESS

Agenda Item No. 10

ADJOURN

